



Slide I



State of Connecticut
Department of Transportation



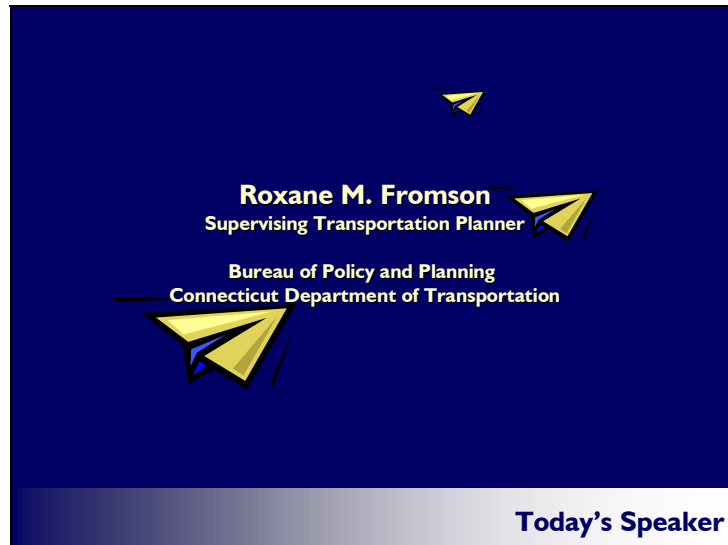
PUBLIC LISTENING SESSION

**Planning for Connecticut's
Transportation
Future**

Beyond Ten... A Twenty Year Outlook

September 2003

Slide 2



Good evening.

I am Roxane Fromson from the Connecticut Department of Transportation.

The **purpose** of this meeting is **to obtain public input** on transportation issues in Connecticut. The Department is updating the State's Long-Range Transportation Plan and we would like to know **which issues are most important to you**. We are also interested in **your suggestions** for addressing these issues.

We will begin tonight's session with a brief slide presentation (about 15 minutes) to give you some background information on the Long-Range Transportation Plan. Following the presentation, we would like to hear your views.

I. LONG-RANGE PLAN OVERVIEW
II. NEEDS IDENTIFIED THUS FAR
III. FUTURE DIRECTIONS - INFLUENCING FACTORS
Today's Presentation


This presentation will provide:

- an **overview of** the process for developing the **Long-Range Transportation Plan (LRP)**;
- a **summary of needs** identified thus far; and
- the **key factors & issues** that will influence what can be done to address transportation-related needs in Connecticut.

During this presentation, I will refer to the **Long-Range Transportation Plan as either the Long-Range Plan or the LRP.**

The State's Long-Range Transportation Plan (LRP)

- A federally-mandated policy document (23 U.S.C. Sec. 135)
- The federally-recognized transportation plan for the State of Connecticut
- Updated every 3 to 5 years and submitted to Federal Highway Administration (FHWA)
- Covers a 20-year future time horizon



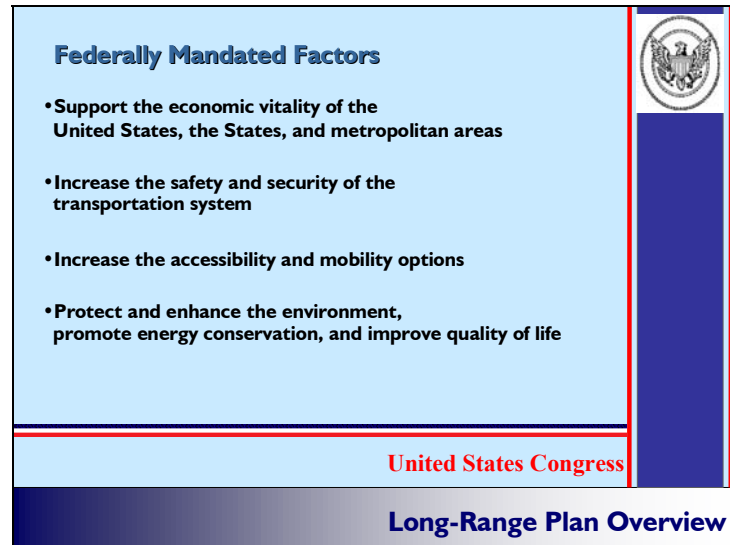
Long-Range Plan Overview

Federal regulations require each state to have a Long-Range Transportation Plan and update it every 3 to 5 years. The LRP documents general policies and directions for transportation in Connecticut over a 20-year period. The 2004 Long-Range Plan will cover the period 2004 through 2025.

The **Federal Government**, through its laws and regulations **mandates** many facets of transportation planning. It specifies the **documents** that must be prepared; the **participants** in the planning process; and the **timeframes for completing actions**. All states must comply with these Federal laws & regulations to use Federal money to pursue transportation projects.

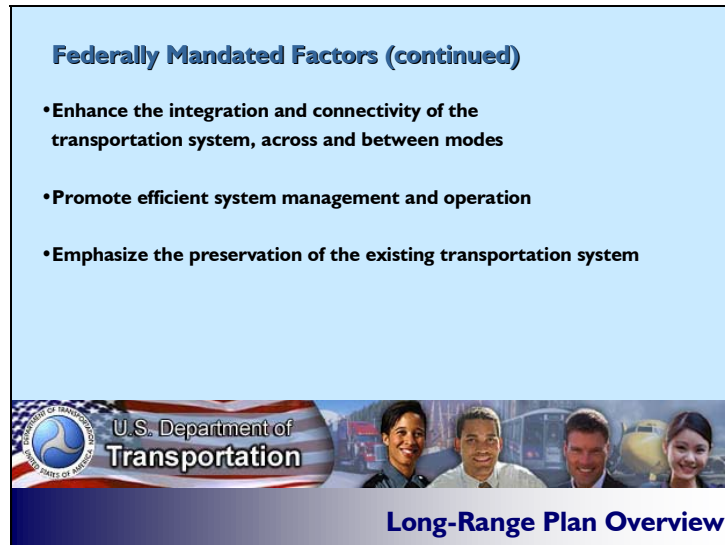
With respect to the developing the Long-Range Plan, federal laws and regulations specify:

- **factors and plans that must be considered;**
- **information that must be included; and**
- **who must participate in the process of developing the Plan.**



The federal government requires that ConnDOT **consider projects and strategies that address seven specific factors** when updating its Long-Range Plan. Here are the first four factors. They pertain to:

- **Economic vitality**
- **Safety and security**
- **Accessibility and mobility; and**
- **The environment, energy conservation, and quality of life.**



Federally Mandated Factors (continued)

- Enhance the integration and connectivity of the transportation system, across and between modes
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

U.S. Department of Transportation

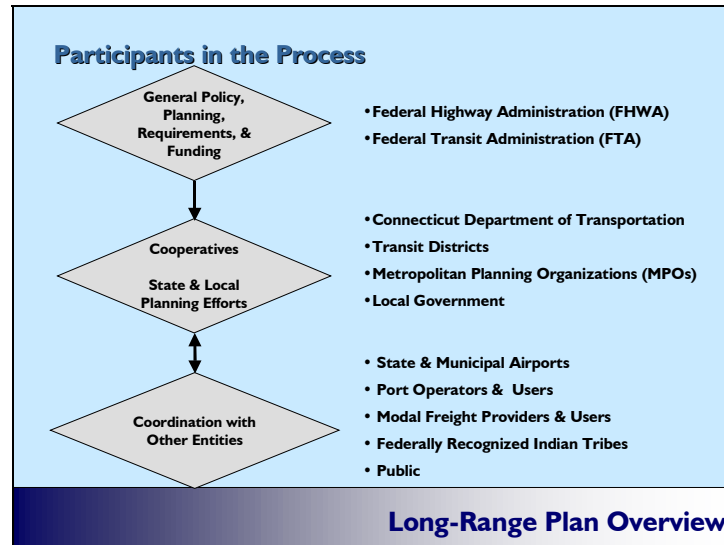
Long-Range Plan Overview

The slide features a light blue background with a black border. At the bottom, there is a banner with the U.S. Department of Transportation logo on the left, which includes an eagle and the text 'U.S. DEPARTMENT OF TRANSPORTATION' and 'UNITED STATES OF AMERICA'. To the right of the logo is a photograph of four diverse people (two men and two women) smiling. The text 'U.S. Department of Transportation' is overlaid on the banner, and 'Long-Range Plan Overview' is written in blue at the bottom right.

Additionally, ConnDOT must consider projects and strategies address **these factors.** They pertain to:

- **Integration and connectivity of the transportation system, across and between modes** (A mode of transportation is a form of transportation such as rail, air, highway or bicycle.);
- **Efficient system management and operation;** and
- **Preservation of the existing transportation system.**

The last one, promoting preservation of the existing transportation system, is of major importance.



The various groups that are involved or that must be given the opportunity to be involved in this process include:

- **FHWA & the FTA** (on the top). They write the regulations & distribute Federal transportation money to State transportation agencies such as ConnDOT.
- the **State & local government agencies that receive federal transportation funds** (in the middle). These agencies must follow the regulations when making decisions on what transportation projects to pursue and when.
- **individuals & groups that operate, use or are impacted by the transportation system** (shown on bottom). --**You are part of this group! You must be given the opportunity to participate in the transportation planning process.** This process includes developing documents such as the state Long-Range Plan.



In developing the **2004 Long-Range Plan (LRP)**, ConnDOT will consider a number of information sources. These include, relevant **laws and regulations**, the **State's Plan of Conservation and Development**, Regional LRPs developed by Connecticut's Regional Planning Organizations, and various other documents (shown on the left side of this slide).

The policies, directions and actions outlined in this Plan will serve as a **framework for updating future transportation plans**. Specifically, the **2004 LRP** will guide the development of the **2005 Master Plan** and the **Statewide Transportation Improvement Program**, (referred to as the STIP).

The **STIP** is a federally required document that **lists the transportation projects the state intends to pursue over a three-year period**. Projects must be listed in a federally approved **STIP** in order to be designed and constructed.



This slide illustrates how the Long-Range Plan differs from the Master Plan, another major planning document that ConnDOT publishes.

Note that the Master Plan is a **State-mandated** document. It provides information on the transportation projects and programs that ConnDOT plans to fund during a **10-year period**. It is published more frequently (**every two years**) and it is **submitted to the Governor and the State Legislature**. The most recent Master Plan was published in January 2003. The next Plan will be published in January 2005.

The State's Long-Range Plan is **broader in scope** than the Master Plan. It is a policy document. It **sets forth general policies and directions** for transportation in Connecticut over the next **twenty years**. These policies and directions will be reflected in future Master Plans and other transportation planning documents when defining specific projects.

Opportunities for Public Input - 2004 Long-Range Plan

- **Pre-Draft LRP Listening Sessions (September 2003)**
 - During the LRP sessions (seven held in September 2003)
 - Submit input from the Department's website or by U.S. mail (prior to October 31, 2003)
- **Draft LRP (Anticipated Publication Date: Spring 2004)**
 - Document to be available in selected locations, upon request, and the Department's website
 - Submit comments from the Department's website or by U.S. mail (Spring 2004)
- **Final LRP (Anticipated Publication Date: by Fall 2004)**
 - Document to be available in selected locations, upon request, and the Department's website

Department's Website
www.state.ct.us go to "What's New"



Long-Range Plan Overview

These are the various opportunities for you to provide input into the updating of the State's Long-Range Plan. For your convenience, a copy of this slide is also included in the package of handouts.

Slide 11

II. NEEDS IDENTIFIED THUS FAR
Today's Presentation

In updating the State's Long-Range Transportation Plan, ConnDOT considers needs and concerns that are identified by various individuals and groups.

Regional Long-Range Plans

- Mandated by Section 134 of title 23 U.S. Code & Section 8 of title 49 U.S. Code
- Prepared by designated Metropolitan Planning Organizations (MPOs) (There are 10 in Connecticut.)
- Submitted to Federal Highway Administration
- Must cover a future 20-year period
- Must address the same 7 factors listed for statewide LRP
- Must be updated at least every 3 years
- Must be developed through a proactive public involvement process



Long-Range Plan Overview

The needs that are identified in the Regional Long-Range Plans are considered by ConnDOT when updating the **statewide Long-Range Plan**.

State Plan of Conservation & Development

Why: Required by State statute (CGS Section 16a-24)

Who: Prepared by State Office of Policy & Management

What: A statement of the State's growth, resource management and public investment policies

Provides framework for administrative & programmatic actions and capital & operational investment decisions of state government, which influence future growth & development of Connecticut

Plan Objective: To guide a balanced response to human, environmental & economic needs in a manner which best suits future of Connecticut

Long-Range Plan Overview

State laws require ConnDOT to consider the State's Plan of Conservation & Development when updating the Long-Range Plan and the Master Plan.

Transportation Strategy Board (TSB) Report

Transportation: A Strategic Investment (January 2003)

- Mandated by Public Act No. 01-5
- Proposes a transportation strategy to guide the State for the next 20 years
- Proposes actions and tactics to achieve those strategies during the next 10 years
- Estimates capital and operating investments to implement those actions
- Suggests the revenue sources to fund those investments



A report of the Connecticut Transportation Strategy Board
January 2003

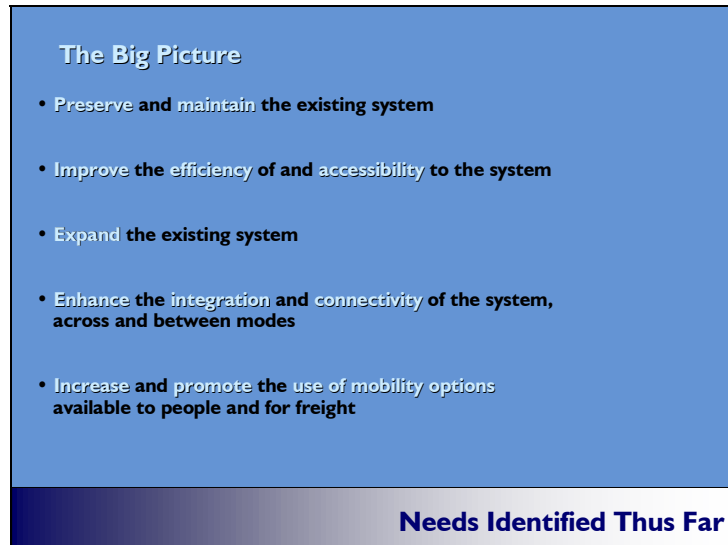
Long-Range Plan Overview

In June 2001, the Connecticut General Assembly passed legislation creating a Transportation Strategy Board. The legislation directed the Strategy Board to **propose a transportation strategy, identify actions** to achieve the strategy, **estimate the amount of money required** to implement the actions and **suggest sources of revenue**.

To accomplish its legislative mandates, the TSB obtained input from numerous groups, organizations and individuals.

The TSB report was submitted to the Connecticut General Assembly in January 2003.

ConnDOT will consider this report, along with various other reports, in preparing the 2004 Long Range Plan.

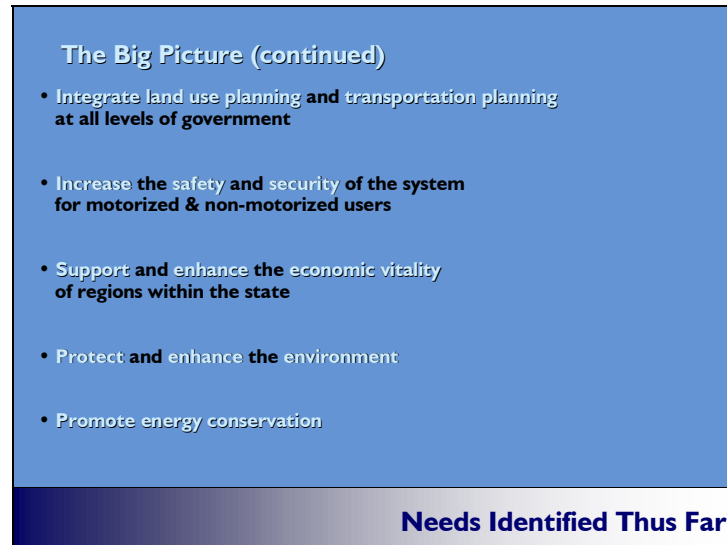


The Big Picture

- Preserve and maintain the existing system
- Improve the efficiency of and accessibility to the system
- Expand the existing system
- Enhance the integration and connectivity of the system, across and between modes
- Increase and promote the use of mobility options available to people and for freight

Needs Identified Thus Far

These are some the **major needs** identified by various groups thus far:



These are some **other major needs** that have been identified.

Most people recognize that **the quality of Connecticut's transportation system affects the quality of life** in and **economic viability** of the State.

The **mobility-related needs** that have been identified appear to fall into these two general areas:

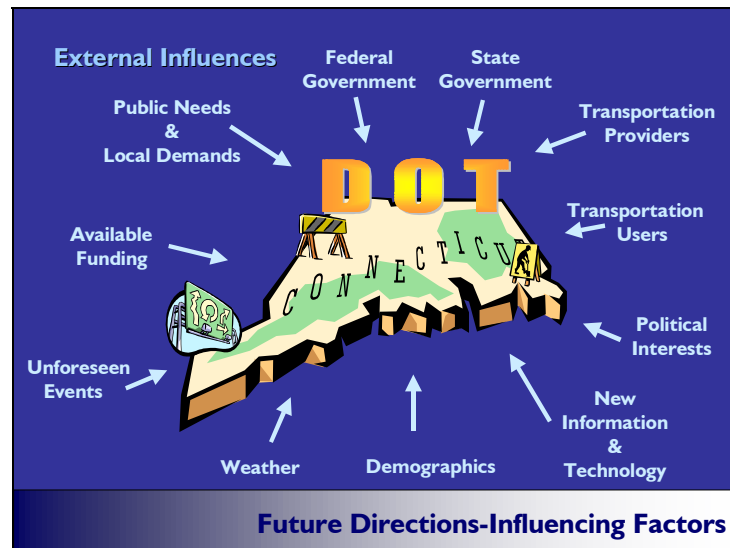
- **Preservation & improvement of the existing transportation system**
- **Integration of transportation planning & land use planning**

The **transportation system-related needs** are needs that **can be addressed by ConnDOT**, if appropriate resources are available.

The **transportation and land use planning-related needs cannot be addressed by ConnDOT alone**. They reflect a recognition that people's mobility needs can also be met via decisions on land use and people's choices on where they live, work and play. **Coordinated efforts by various state and local government agencies, as well as the private sector, are required to address these needs.**



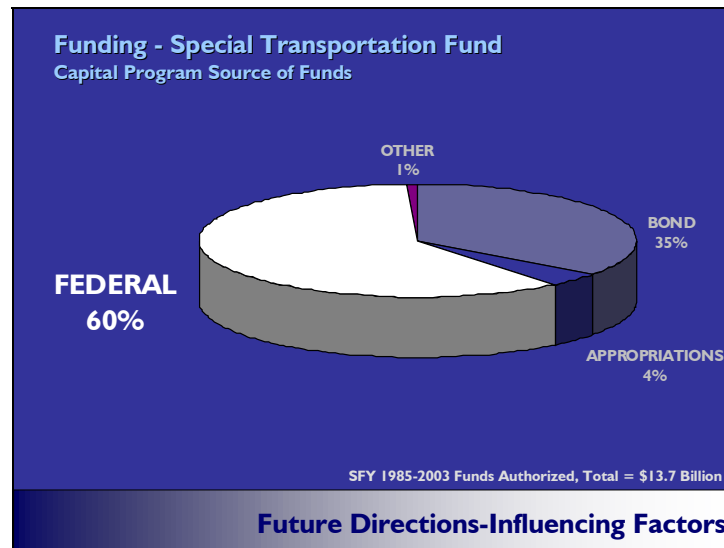
There are a number of key factors that can influence **how much money** is available for transportation projects, **what projects** are pursued, the **scope of projects** and **when projects can be pursued**.



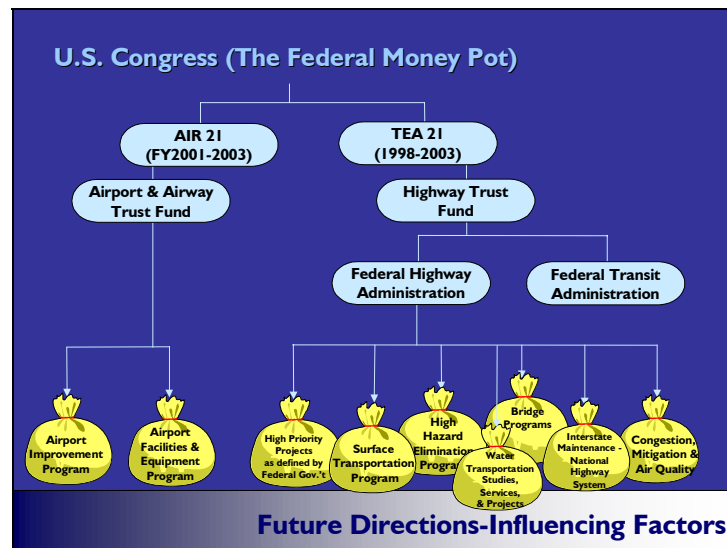
Some of the influencing factors are shown here:

- public needs & local demands
- the federal government,
- state government,
- transportation providers
- transportation users (the people who use the roads, airports, rail facilities, bike paths & sidewalks and who ride the buses, trains and ferry boats)
- political interests
- new information & technology
- demographics
- weather
- unforeseen events, and
- available funding

Of these factors, **the federal government and state government are the most significant.** The following slides show why.



As you can see here, **more than half of the money for transportation capital projects** (that is, money for building facilities such as roads, bridges or rail station parking garages as opposed to paying for gas & parts for buses) **comes from the Federal government.**



The Federal government specifies how states can spend their federal transportation money.

Congress passes laws that dictate **what kinds of projects** ConnDOT can spend federal money on and **how much money** ConnDOT is able to spend on various types of projects.

This means, in essence, that ConnDOT can't just spend its bag of BRIDGE money to pave a highway, build a rail line or extend an airport runway.

These moneybags represent the Federal programs that ConnDOT can use to fund airport, highway, & transit projects & studies.



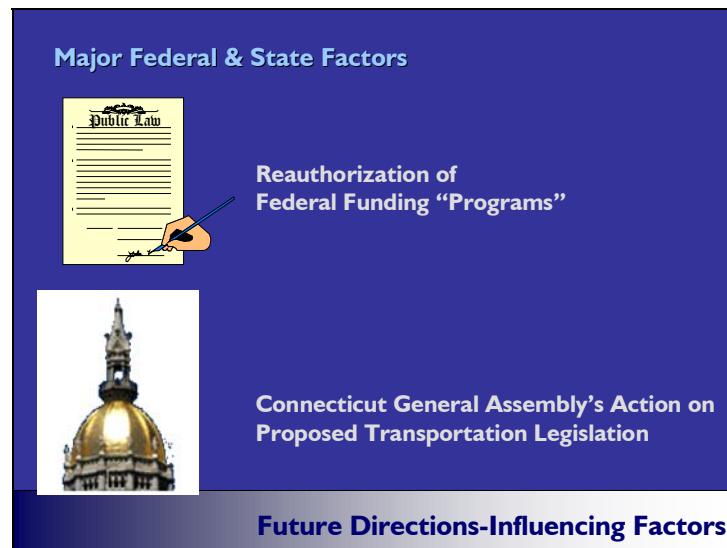
State government, particularly the Connecticut General Assembly, also has significant influence on ConnDOT's transportation projects and programs.

In addition to getting money from the federal government, ConnDOT pays for transportation projects and services with revenue from the State's Special Transportation Fund (STF).

As you can see, **52% of the revenue comes from state motor fuel taxes.** More than **25%** of the revenue comes **from Motor Vehicle Receipts.** When the State Legislature changes the gas tax or motor vehicle-related fees, it changes the amount of money available to maintain, improve and expand the State's transportation system.

Note that only **39 %** of the Special Transportation Funds **are available to ConnDOT**, whereas **46 %** of these funds are used to pay the debt on transportation projects paid for with bonds (that is, on credit).

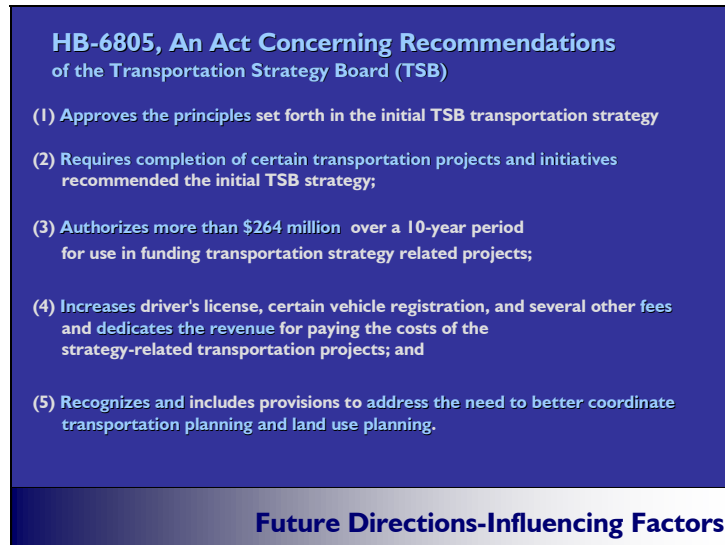
The Department spends most of its share to **maintain and preserve the existing transportation system in Connecticut.** Annually, on any given year, the share is split, almost equally, between transit and highway operations.



Congress & the Connecticut General Assembly significantly influence **what** ConnDOT can do, **when** it can do it, and **how** it does it. This is what is happening now...

On the Federal level...Congress is in the process of **drafting a law to enable the federal government to continue to provide transportation funding** to the States. The provisions of the new law may differ from the current law, which expires at the end of this month (September 30, 2003). Amounts of funding may change, the projects and services eligible for funding may change & the requirements for getting the funding may change. The final outcome will be the result of the political process.

In Connecticut, during the 2003 Special Legislative Session, the Connecticut General Assembly passed HB 6805, **AN ACT CONCERNING THE RECOMMENDATIONS OF THE TRANSPORTATION STRATEGY BOARD**.



HB-6805, An Act Concerning Recommendations of the Transportation Strategy Board (TSB)

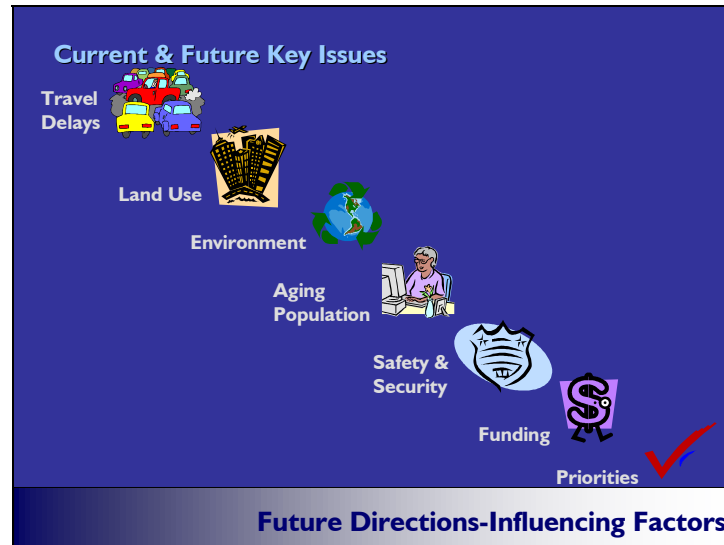
- (1) Approves the principles set forth in the initial TSB transportation strategy
- (2) Requires completion of certain transportation projects and initiatives recommended the initial TSB strategy;
- (3) Authorizes more than \$264 million over a 10-year period for use in funding transportation strategy related projects;
- (4) Increases driver's license, certain vehicle registration, and several other fees and dedicates the revenue for paying the costs of the strategy-related transportation projects; and
- (5) Recognizes and includes provisions to address the need to better coordinate transportation planning and land use planning.

Future Directions-Influencing Factors

These are some of the key provisions of HB-6805.

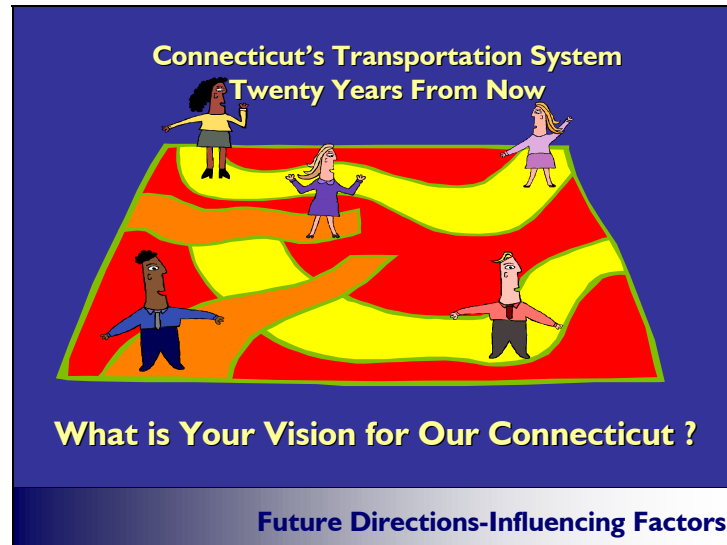
During the past three weeks, the Connecticut General Assembly passed additional transportation legislation. On September 8th, it passed Senate bill 2050. This bill authorizes additional money for transportation projects.

If you are interested in summaries of these Acts, we have a limited number of hard copies here tonight. They are available upon request. Copies of this legislation are available on the Connecticut General Assembly's website. The website address is listed in the handouts available in the back of the room.



Some of the key issues that need to be addressed now and in the future include:

- **Travel Delays:** How to Minimize Travel Delays on Connecticut Highways.
- **Land Use:** How & to what extent should transportation-related investments be used to achieve various land use-related goals? (such as minimizing or preventing urban sprawl or promoting economic development)
- **The Environment:** How to improve the quality of our air and protect our drinking water.
- **Our Aging Population:** The average age of Connecticut's population is increasing. How to meet the mobility needs of older drivers & pedestrians.
- **Safety & Security:** How to adequately & cost effectively protect transportation facilities & the people who use them.
- **Funding:** How to ensure that ConnDOT has an adequate and stable source of revenue and sufficient staffing to provide transportation services and to improve & maintain transportation facilities.
- **Priorities:** Establishing priorities within the financial resources available. There isn't enough money to do everything we want or need to do. **What should the State's priorities be** with respect to transportation projects and services?



ConnDOT would now like to hear your ideas. How do you think these issues should be addressed?

Are there any other transportation issues or needs that you feel the Department should be addressing now or in the future?

You may present your ideas or concerns verbally during the listening sessions, you may leave written comments in the Comments Box on the handouts table, or you may mail or e-mail your comments. Information on how to contact us is in the brochures that are available at the back of the room.

Special Message for Website Viewers:

All ideas and comments must be received in writing by the Department by October 31, 2003 to be considered when developing the Draft LRP.